(b) and (c) The Ministry has framed two new projects which are still under proposal stage.

(d) The status of the National Highways Development Project Phase-I and Phase-II (including port connectivity and other projects) being implemented by the National Highways Authority of India as on 31.10.2004 is enclosed as Statement (*See* below).

(e) and (f) Since NHDP-NE and NHDP Phase-III are under proposal stage, it is too early to give their extent and the amount earmarked for these projects.

Statement

Status of NHDP

Name of Projects under NHDP Phase I & II	Total Length (km.)	Completed Length (km.)	Length under implementation (km.)	Balance length to be awarded (km.)
Golden Quadrilateral (connecting four metros *i.e.* Delhi, Mumbai, Chennai and Kolkata)	5846	3294	2552	Nil
North-South & East-West Corridor (connecting Srinagar to Kanyakumari & Porbandhar to Silchar)	7300	675	388	6237
Port Connectivity Projects (connecting major ports to NHDP)	356	69	229	58
Other projects	777	194	121	462
TOTAL:	14279	4232	3290	6757

Congestion at Container Port at Mumbai

816. SHRI S.M. LALJAN BASHA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government are aware of the fact that the Container Port at Mumbai is totally congested and has become inefficient;

(b) the reasons for the inefficient operation of this Container Port at the JNPT;

(c) whether proper planning has not been done;

(d) the steps proposed to suggest immediate measures to reduce the congestion presently prevailing at JNPT;

(e) whether Government are aware of the huge losses being suffered by trade and industry; and

(f) the steps proposed to review the capacity of the management at this Port?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) to (f) Mumbai Port and Jawaharlal Nehru Port (JNPT) are two ports located in Mumbai. So far as Mumbai Port is concerned, there has not been any problem of congestion. However, container terminals located at Jawaharlal Nehru Port, namely, Jawaharlal Nehru Container Terminal (JNPCT) and Nhava Sheva International Container Terminal (NSICT) have been witnessing congestion particularly during the months of September and October, 2004. The problem came up mainly because of increased volume of traffic, which created a lot of strain on the existing infrastructure at JNPT. The congestion is further attributable to floods in the monsoon season, which badly affected the operations of Container Corporation of India (CONCOR) and as a result Inland Container Depot (ICD) bound containers could not be lifted. Further, delay in taking delivery of import consignments by the consignees or agents from the Container Freight Stations (CFS), poor road conditions in Dronagiri Node connecting various CFSs with JNPT and road congestion resulting due to inadequate parking facilities and waiting of container carrying Tractor-Trailors on JNPT roads for Customs documentation added to the complexity of the situation. It is correct that because of congestion, the Exim-Trade experienced difficulties in smooth movement of

containers through Jawaharlal Nehru Port during the period of congestion. However, volume of container traffic during the current year, despite congestion, has gone up as reflected from the following data:—

Year	Actual Traffic Handled in Million TEUs
2001-02	1.57
2002-03	1.93
2003-04	2.27
2004-05 (from April to Nov. 2004)	1.57*

*The corresponding figure for 2003-04 (from April to November 2003) is 1.47 TEUs.

The problem has engaged attention of Government and has been discussed with concerned departments, agencies and trade and commerce. These discussions culminated into initiation of numerous measures aimed at immediate easing of the congestion at JNPT as also for long-term solutions besides the realization that the actual traffic allowed should be related to the capacity of terminal(s). Some of the important decisions are as under:—

* As an emergency measure the NSICT was permitted by Customs to remove the container from container terminals to CWC, Kalamboli, CWC, Sheva, CWC, Distripark and DRT CONCOR en-block.

* CBEC (Central Board of Excise & Customs) has allowed waiver of bank guarantee for the period of three months with effect from 1.11.2004, for transshipment of containers by road all the shipping lines registered with the Jawaharlal Nehru Customs House (JNCH).

* Import of heavy metal scrap containers through JNPT/NSICT has been banned from 15 September, 2004 to 15th January, 2005.

* JNPT added for more reach stackers during the year in addition to 11 existing.

* Specified importers have been allowed to take delivery from port without routing through CFS.

* CONCOR has been permitted by Customs to move containers with prior SMPT permission.

* Import of CFS of JNPT operated by Central Warehousing Corporation has been utilized for evacuating 4000 TEUs from the container yard of NSICT en-block.

* Mobilization of additional equipments for handling the cargo, acquisition of state-of-art equipment, providing crossbeams for gravel bed in the container stack yards, 5 metres quay extension behind the Rail Mounted Quay Cranes at Jawaharlal Nehru Port Container Terminal (JNPCT).

* An Agreement was signed on 10th August, 2004 between JNPT and MAERSK—CONCOR Consortium for the development of Bulk Terminal to 3rd Container Terminal at JN Port which will add a capacity of 1,3 Million TEUs by mid 2006.

* A Task Force headed by the Chairman, JNPT has also been constituted to suggest short and medium term measures for decongestion of JNPT.

Highways in Rajasthan

† 817. DR. PRABHA THAKUR: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether letters from the State Government of Rajasthan have been despatched to his Ministry on March 19, 2004 and April 16, 2004 regarding declaring the parts of sixteen highways of the State as full-fledged highways;

(b) if so, the details of the concrete steps being taken in this regard by Government and whether any time-limit has been prescribed in this respect;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

†Original notice of the question was received in Hindi.